

FIG. 1

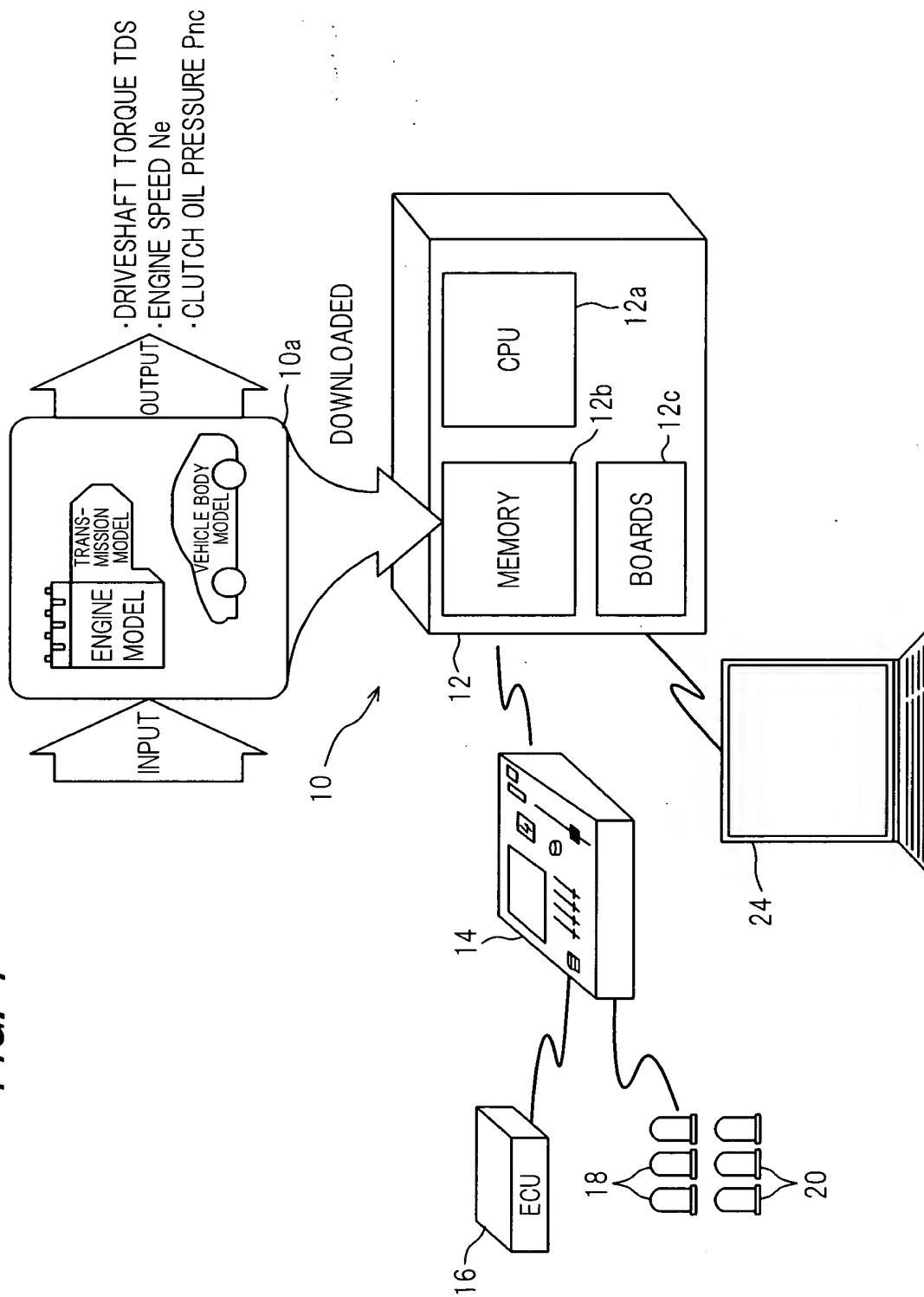


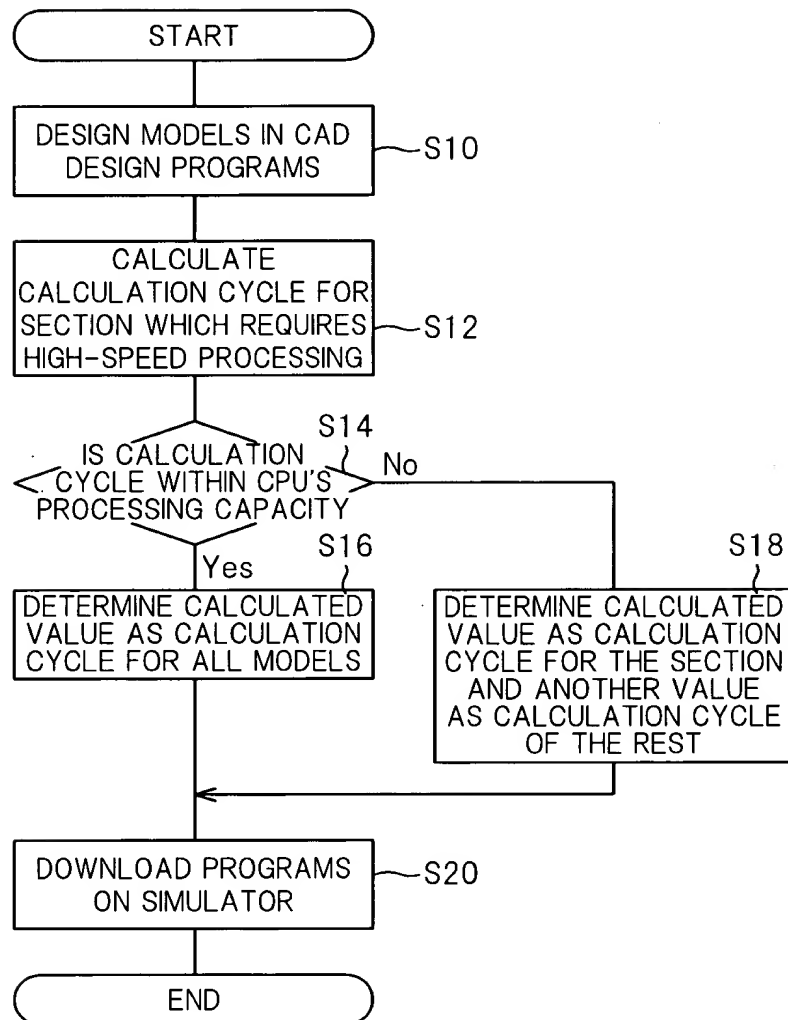
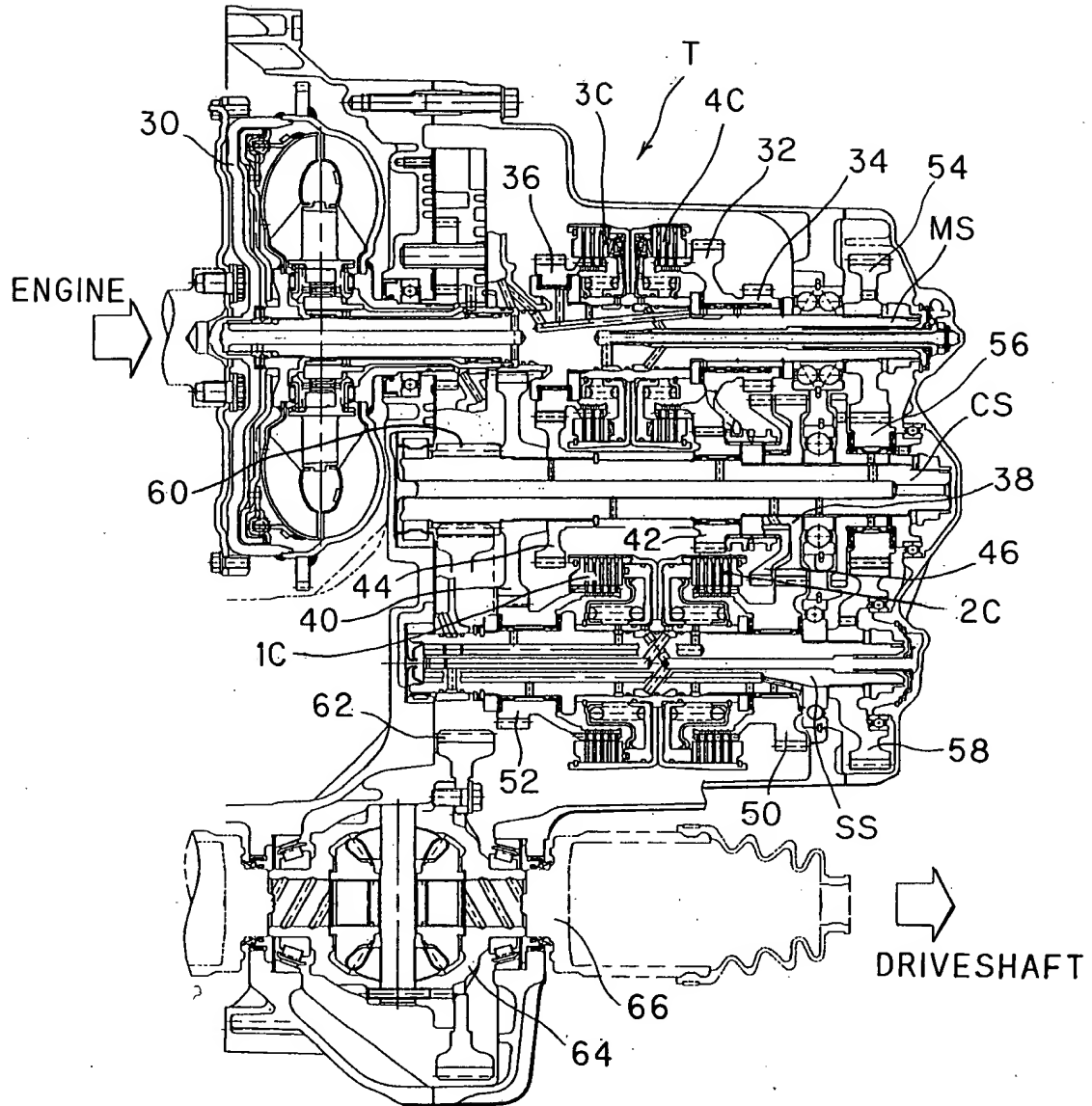
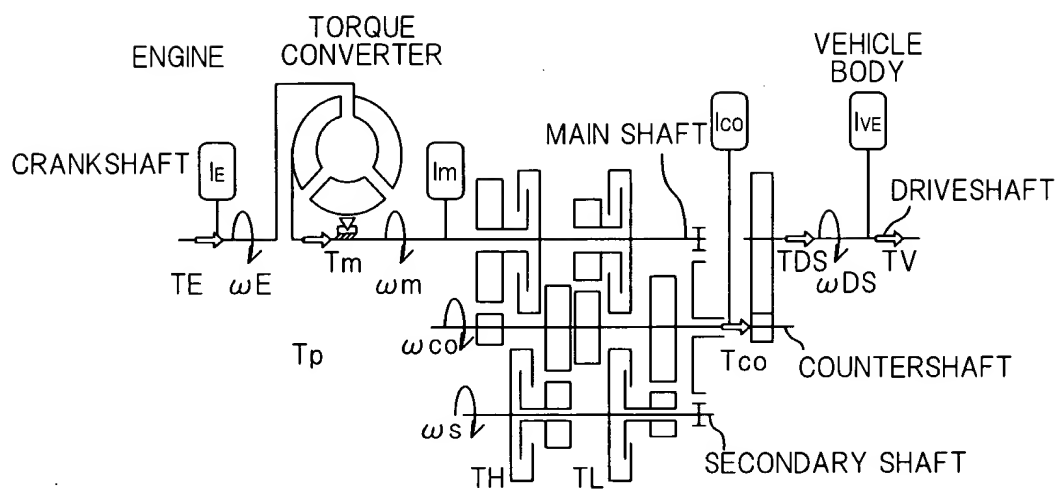
FIG. 2

FIG. 3



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$$\text{TDS}-\text{TV}-\text{IDS} \cdot \dot{\omega}_{\text{DS}}=0 \quad (7)$$

PHASE	MAIN SHAFT	COUNTER SHAFT
LOW-GEAR DRIVE	$T_m = T_L \quad (8)$	$T_{co} = T_m \cdot i_L \quad (9)$
TORQUE PHASE	$T_m = T_H + T_L \quad (10)$	$T_{co} = T_m \cdot i_L - T_H \cdot (i_L - i_H) \quad (11)$
INERTIA PHASE	$T_m = T_H - I_m \cdot \dot{\omega}_m \quad (12)$	$T_{co} = T_H \cdot i_H \quad (13)$
HIGH-GEAR DRIVE	$T_m = T_H \quad (14)$	$T_{co} = T_m \cdot i_H \quad (15)$

TL:HIGH-GEAR CLUTCH TRANSMISSION TORQUE AND
TH:LOW-GEAR CLUTCH TRANSMISSION TORQUE

FIG. 5

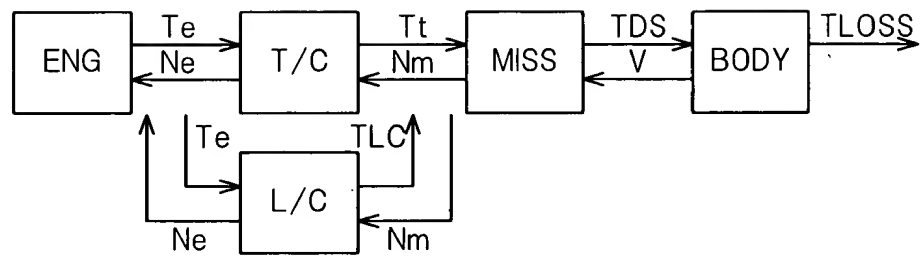


FIG. 6

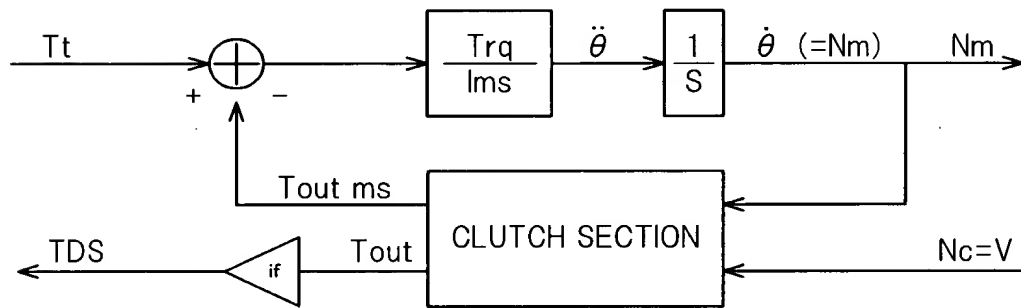


FIG. 7

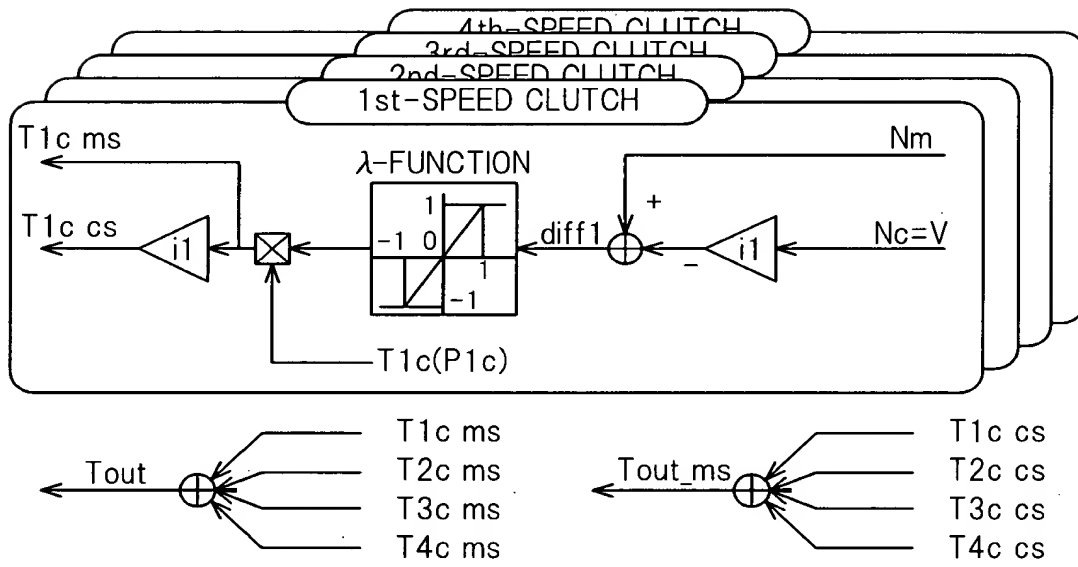


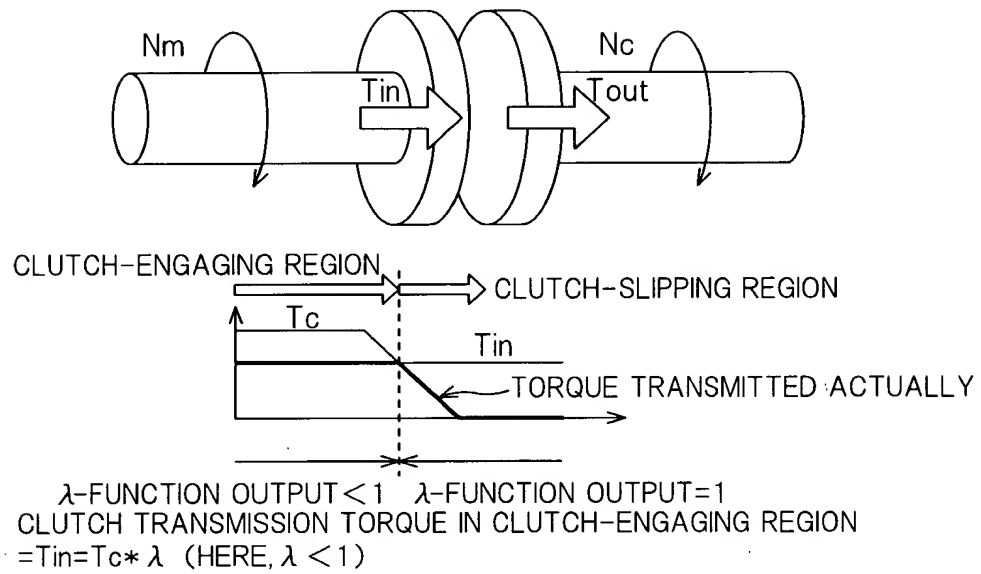
FIG. 8

FIG. 9

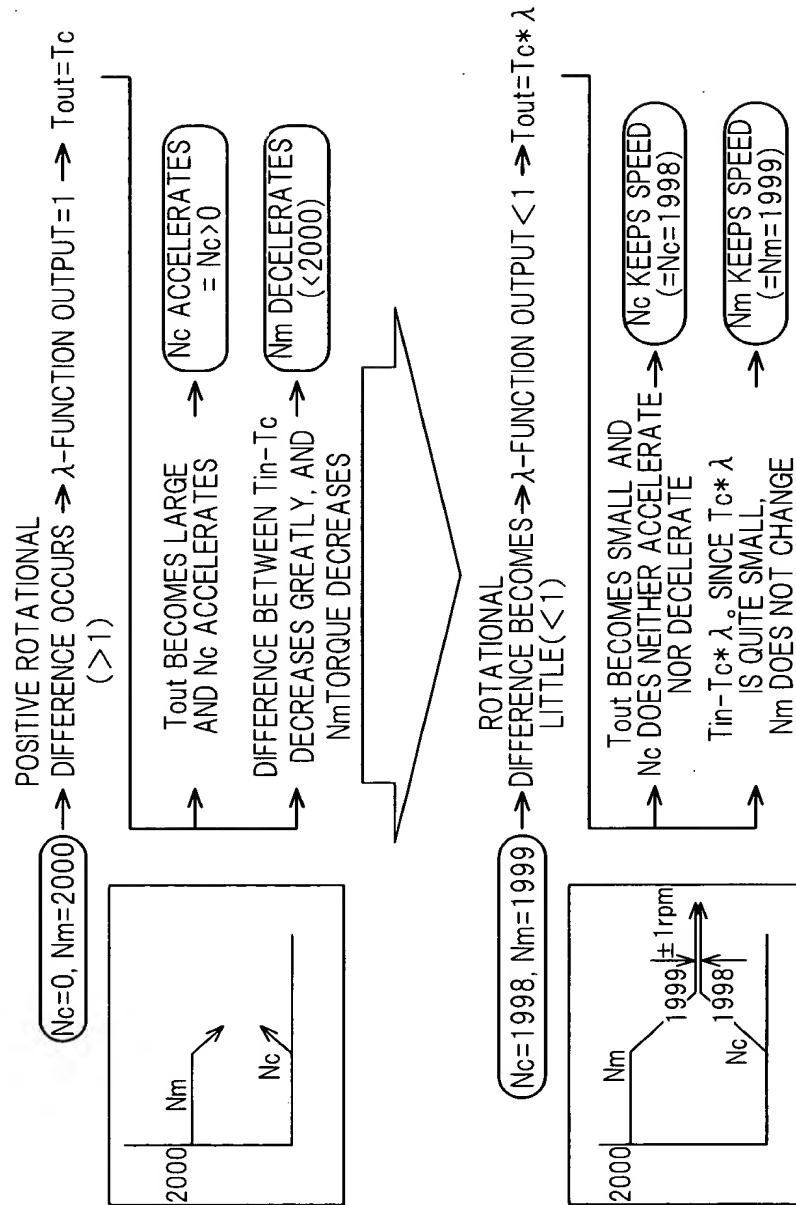


FIG. 10

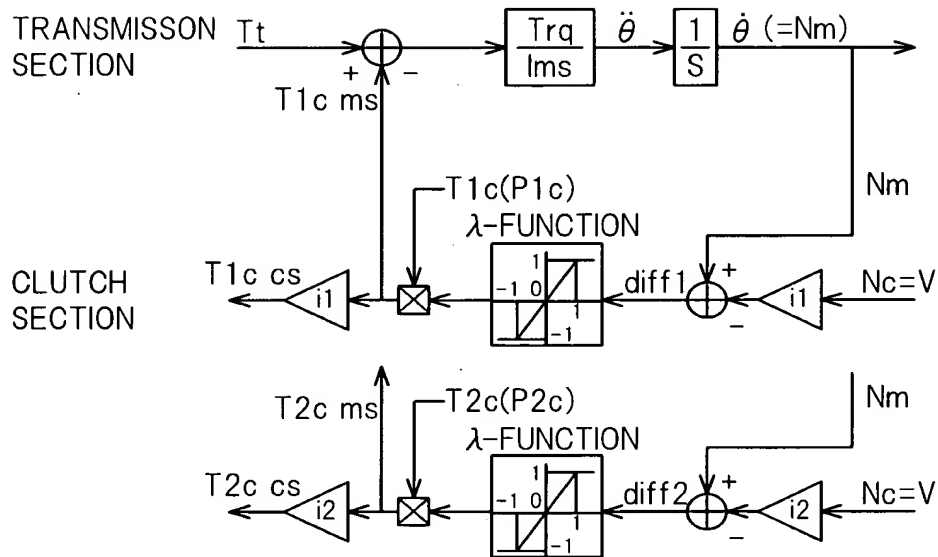


FIG. 11

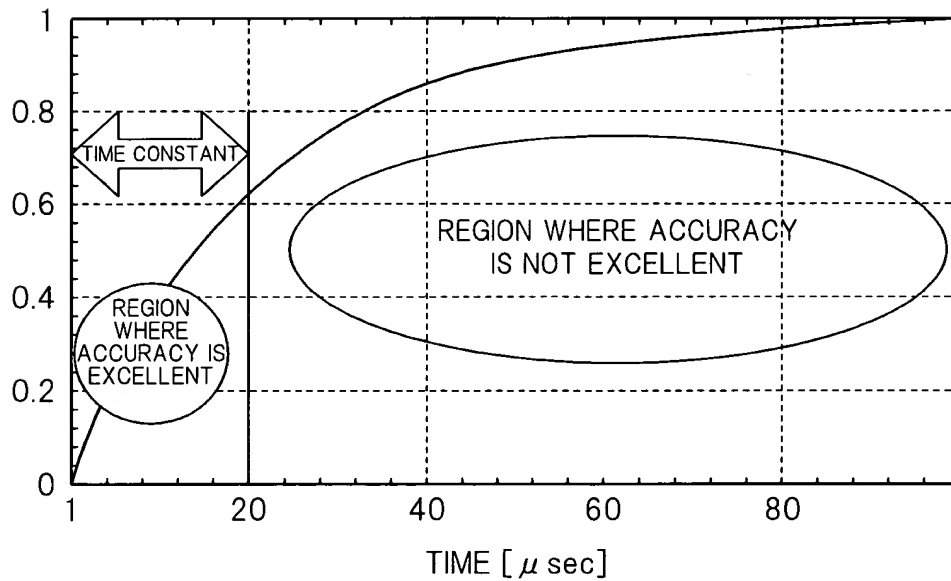
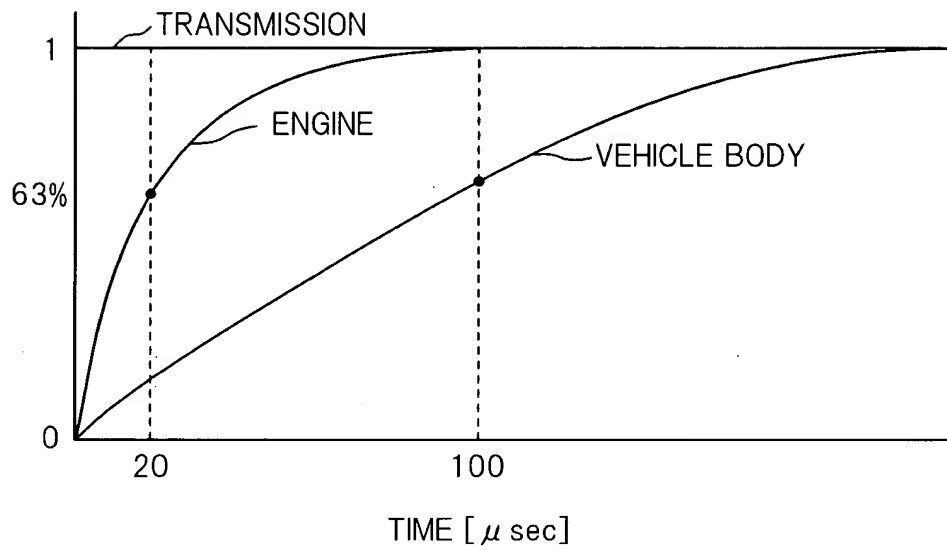


FIG. 12

ENGINE INERTIA=0.3kgf·m²

TRANSMISSION INERTIA=0.007kgf·m²

VEHICLE BODY INERTIAL(CONVERTED)=130.5kgf·m²

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FIG. 13

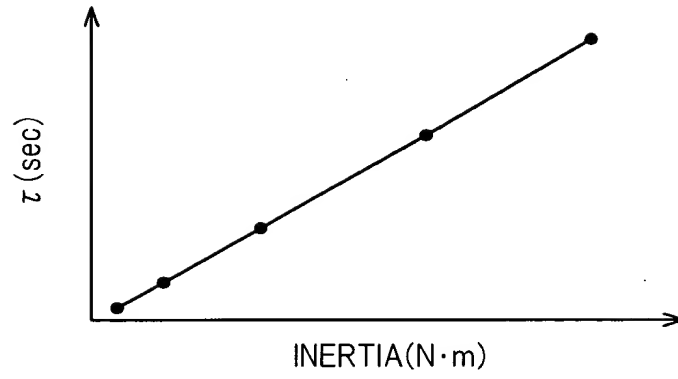


FIG. 14

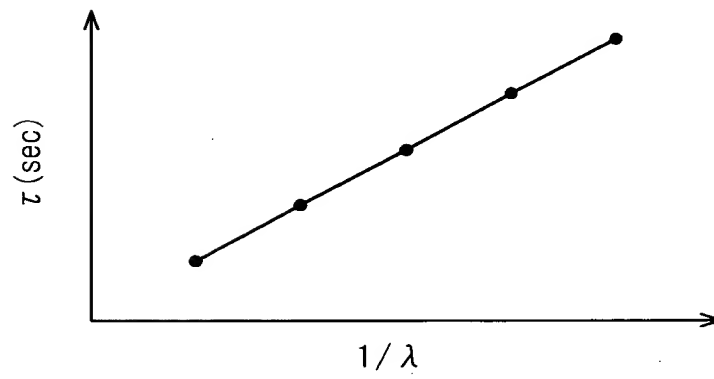


FIG. 15

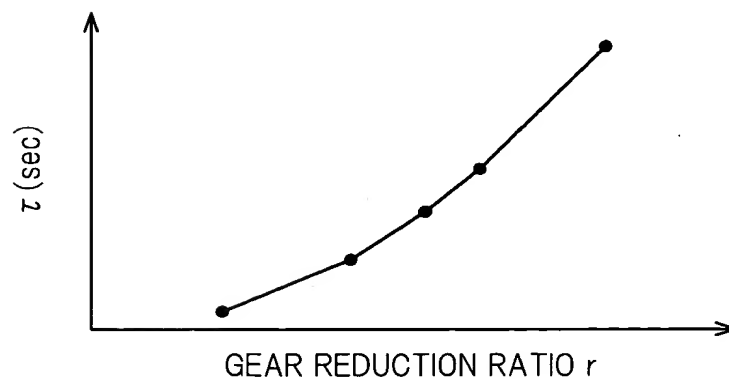


FIG. 16

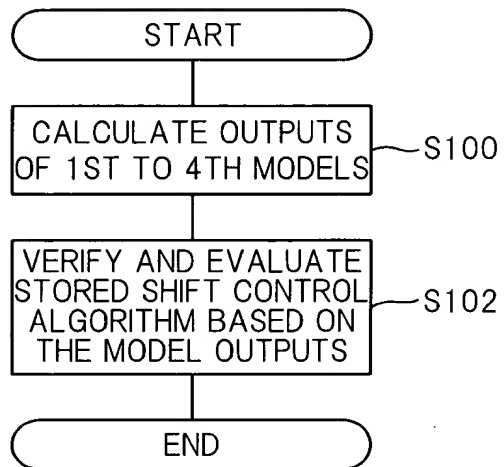


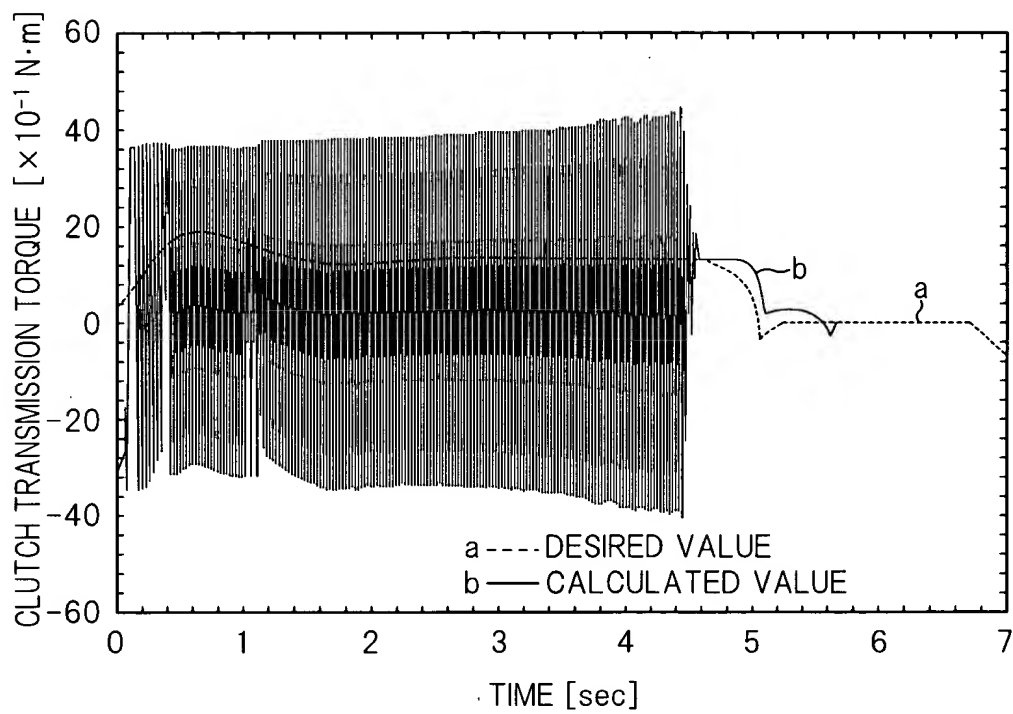
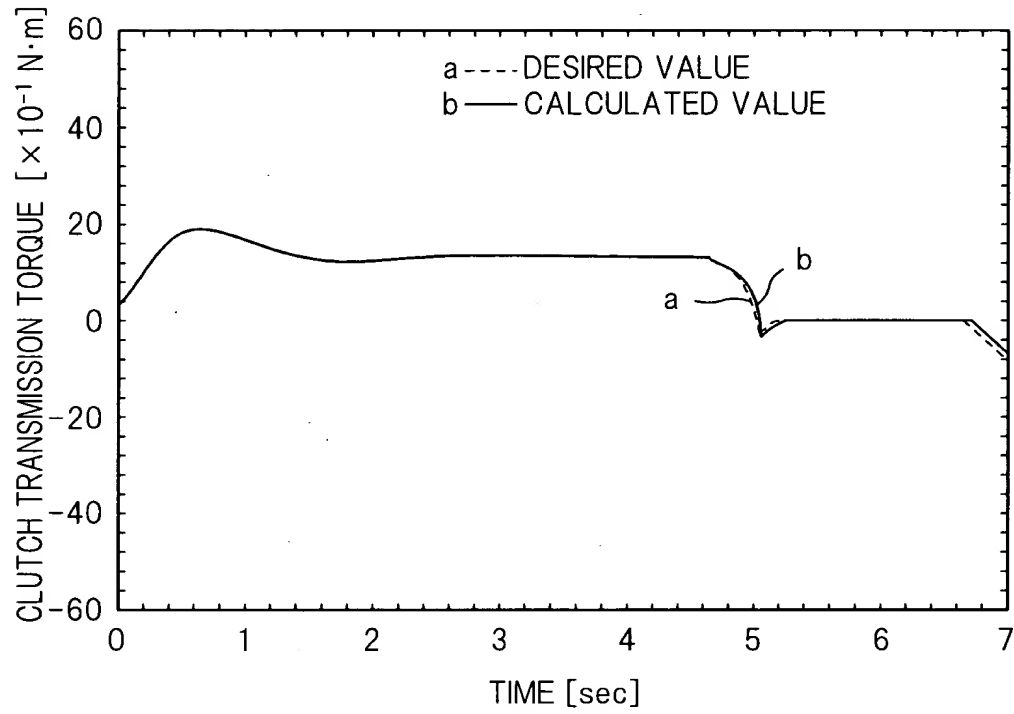
FIG. 17

FIG. 18

—: ACTUAL VALUE, ----: CALCULATED VALUE
th=WOT

FIG. 19A

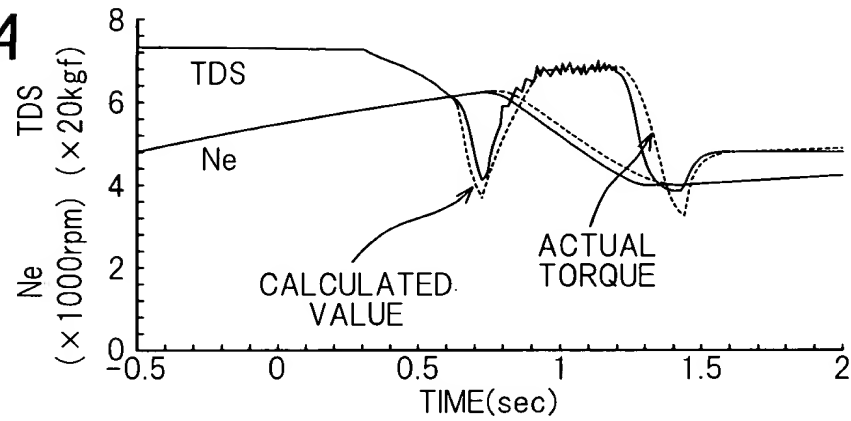


FIG. 19B

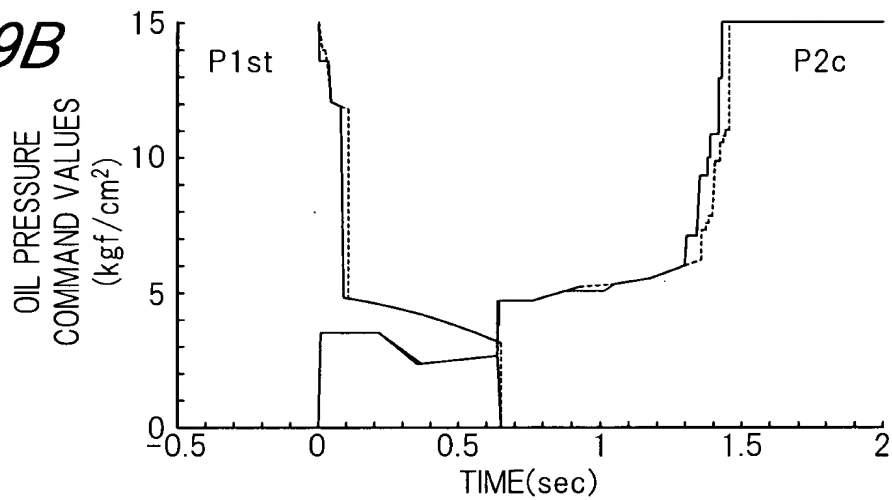


FIG. 19C

